

PATENT CLAIMS:

Claims 1-17: Canceled

18. (New) A method of controlling the driving performance of a vehicle in which at least one vehicle component is monitored for flaws, comprising the steps of determining a flaw, determining or predicting an unstable driving condition and modifying a quantity influencing the transverse dynamics of the vehicle in dependence on the magnitude of the flaw when an unstable driving condition is determined or predicted.
19. (New) The method according to claim 18, wherein the vehicle has wheels with pneumatic tires, wherein the tire pressure of the wheels prevailing in the individual tires is monitored, and wherein the flaw is a loss of tire pressure.
20. (New) The method as claimed in claim 19, wherein the quantity is also modified in dependence on the wheel-individual air pressure of the tires.
21. (New) The method as claimed in claim 19, wherein transverse dynamics is reduced during a cornering maneuver where a reduced tire pressure prevails at the tire of a front wheel, and/or where an error of the quantity prevails at an actuator of the front wheel, in particular when the tire exhibiting the reduced tire pressure or the actuator with the magnitude of error is associated with the outside wheel in a turn.
22. (New) The method as claimed in claim 19, wherein in accordance with the reduced tire pressure and the position of the tire with a reduced tire pressure and/or the number of the wheels with tires with a reduced tire pressure and quantities describing the driving situation, the driving

speed is reduced in particular in accordance with a reduction of the vehicle drive torque.

23. (New) The method according to claim 18, wherein the vehicle has an actively controllable chassis, wherein quantities associated with individual actuators of the chassis system are monitored, and wherein the flaw is at least one error in these quantities.
24. (New) The method as claimed in claim 23, wherein the quantity is also modified in dependence on the deviation of the magnitude of error.
25. (New) The method as claimed in claim 23, wherein in accordance with the magnitude of error and the position of the actuator with the magnitude of error and the number of actuators where an error of the quantity occurs and quantities describing the driving situation, the driving speed is reduced in particular in accordance with a reduction of the vehicle drive torque.
26. (New) The method as claimed in claim 23, wherein an error of the actuator is an error that can be associated with a position of the vehicle and which is in a correlation to a wheel, such as a defective shock absorber, defective (air) cushioning systems, and like devices.
27. (New) The method as claimed in claim 18, wherein the quantity is modified when a cornering maneuver is detected.
28. (New) The method as claimed in claim 27, wherein the quantity influencing the transverse dynamics is modified when the flaw occurs at an outside wheel in a turn.
29. (New) The method as claimed in claim 18, wherein it is found out in accordance with at least one element out of the group

consisting of the steering angle, the rotational behavior of the wheels, and the yaw rate, at which location the flaw occurs, and the quantity influencing the transverse dynamics is accordingly modified during cornering.

30. (New) The method as claimed in claim 18,
wherein the quantity influencing the transverse dynamics is a value of a single-track model influencing an additional yaw torque of a vehicle stability control to be generated.
31. (New) The method as claimed in claim 30,
wherein the value is a targeted friction value between tire and road which is limited in accordance with the flaw.
32. (New) The method as claimed in claim 18,
wherein the quantity influencing transverse dynamics is a threshold value that determines a driving condition with a lateral acceleration critical in terms of rollover, and rollover about a vehicle axle oriented in the longitudinal direction of the vehicle will occur when the threshold value is exceeded.
33. (New) The method as claimed in claim 32,
wherein the threshold value is lowered.
34. (New) The method as claimed in claim 18,
wherein the quantity to be modified is a value indicative of the difference between the vehicle reference speed and the wheel rotational speed of each wheel in a cornering maneuver where ABS braking is carried out with ABS control.
35. (New) The method as claimed in claim 34,
wherein when the wheel with the reduced tire pressure is a rear wheel, the ABS control is performed according to the SelectLow principle.
36. (New) The method as claimed in claim 18,

wherein the value of the modification is taken into account in accordance with a performance graph.